

Silver Lining

Summer 2005

Published Quarterly

Official Newsletter of the Holly Cloud Hoppers
Radio Control Flying Club

AMA Charter #3117

Inside this issue:

From the Editor

Membership Statistics

Events Calendar

A True Student Training Story

From the President

Model Aircraft Visibility

www.hollycloudhoppers.org

Be Safe, Have Fun and Don't Have Too Many Rules!

From the Editor

Scott Rhoades



Yes, this is the official newsletter of the Holly Cloud Hoppers! If you're reading this online, relax! You haven't been directed to some remote corner of the World Wide Web. Well... *this is the HCH web site so I guess you have.* This is still the good 'ole Silver Lining; it's just been tweaked a bit. With roughly 70% of the members now receiving the newsletter electronically, I'm attempting to make it look more... umm... charismatic by taking advantage of the boundless Internet.

In the past years of searching the net, I've come across some pretty impressive club newsletters. There are more than a couple that, to me, rival the full-blown R/C monthlies with cool pictures, graphics and an awe-inspiring layout. Looking at those made me jealous, there was no way I could even remotely produce anything like those, using the program I had. Microsoft Publisher is a good program and it's relatively easy to use, but there's just no zip in that doodah. Quite some time ago I purchased an older version of a program I had heard so much about to get the Silver Lining on board with the cool stuff. Corel Draw has a very good reputation; I guess it's the graphics program of kings and noblemen. Well, I was a pauper because I couldn't figure out how to use the darn thing. Every time I made an attempt at using the program it was like Pandora's box. Just as quickly as the program popped up on my computer screen, with its cryptic icons, I had to bail before the evils of cyberworld would befall my computer. Every click of the mouse produced some sort of error screen written in what might as well have been Russian. The only function I knew that amazingly worked was *Ctrl, Alt, Delete*.

Well just a mere three weeks ago, the program that had been taking up space on my hard drive for a couple years was given a reprieve. In one last attempt to break the language code of Coreleze, somebody loaned me an actually understandable tutorial manual... I know, go

On the Cover:

Not R/C but very exciting to watch. This is the USAF Thunderbirds flying a tight formation in their F-16 Fighting Falcons.

To learn more about the Thunderbirds check out: www.airforce.com/thunderbirds

figure... Maybe we could get those people to write manuals for transmitters? Anyhow, I've been on fire with this program ever since and here are the results of what I learned so far.

Paper subscribers I know what you're thinking... Big stinking deal! Looks like the same old tired newsletter. Unfortunately, the club isn't in a position to spring for the very pricey color copies needed to mail the cool online version. Club money is needed for other frivolous stuff, like gas for the field mower. We all know what liquid gold is going for these days. Sorry, but you folks are stuck with the proverbial brail version of a girly magazine. Each issue will be published in two styles, that is until a better idea comes along. Content will be the same for both with the exception of photos. It's the presentation you will be missing out on. To keep newsletter publishing from becoming a full time job, a few adjustments will be made to the paper edition. It will become a bit more simplistic.

If you did get your copy from a friendly letter carrier, I'm going to ask you for a favor.... Get your technology challenged body to computer, one with Internet of course, and check out the new and improved online version. Looking up this newsletter on the club web site is quite simple. If you don't have a friend or relative that can do it for you, all the local libraries have Internet connected computers for patron use. Anybody working in the library will provide all the help you need getting you to the following page.

www.hollycloudhoppers.org/summer%2005.pdf

It's time again for the Club Open House. Membership support for this event has always been outstanding in the past; a lot of members come out to provide a very good show for our guests. Although, if the Club Fun Fly is any indicator of what's in store for the Open House we're in trouble. (See *President Jim Shipman's Report regarding the Club Fun Fly*). Some new signs that will be directing people to our humble event may very well pull a few more spectators this year. For those that plan on flying at the



▲ One of two new Open House signs made from salvaged real estate signs.

► Editor, 3

Editor: ◀ 2

Open House, I'm going to repeat myself from last summer's newsletter... With all the action going on at the field it's easy to get distracted from the familiar routine of setting up, starting and flying. So take time to double-check everything (*This is where using a preflight checklist proves invaluable...see Winter 05 issue*), focus during engine starts and run up, also don't assume anything. Remember **SAFETY FIRST!!!**

For any plane you think may get airborne at this event, it's advised that transmitter and receiver packs be cycled a couple times beforehand to confirm they that they still have a satisfactory milliamp capacity. Also be sure to **CHECK TX AND RX BATTERIES OFTEN** throughout the day.

Don't plan to make it a very long day at the Open House because you need to get your planes home early, put them to bed so they can get a good nights charge. Remember Don Campbell's memorial is the very next day. As some members already know, Don's family has been planning and preparing a long time to hold a memorial at his favorite locale. Well... since McDonalds only does kiddy birthdays it will be held at favorite locale #2, the flying field. Anybody that's been a member for even a couple years and spent any amount of time at the field knew that Don liked to hang out at the field. As do many of us, he thoroughly enjoyed the camaraderie and unwavering good-natured joking. To celebrate Don's life many of his friends and family will gather on that Sunday to reminisce and have a good time. Non-flying friends of Don's will come to experience first hand what he reportedly talked so much about. Considering he was their sole source of club going's on, without a doubt many will arrive wearing hard

hats and presume us to be missing a finger or two.

Talking to Don's daughter, Jackie, this is going to be one heck of an event. I was told that we are to fly our arses off and carry on as Don would. Ok, the bit about arses is a very loose paraphrase, but in the second part I don't believe she fully doesn't understand what she's asking... *For our own wellbeing let's not and say we did.*

If you have yet to R.S.V.P. please do, it's not too late, the family would love to have you. Call Shirley Campbell at 248-634-4977 or e-mail at shirlcampbell40@hotmail.com

Also if you have any pictures with Don in them, the family would very much like to borrow them. Please contact them ASAP. †



▲ Don Campbell, wearing one of his trademark straw hats, talks with Jeff Lambert during the 2004 Open House. Photo credit unknown. Taken from HCH web site

HCH membership stats as of 7/25/05

Of the 54 current members

- 0 are Associate members
- 4 have been bestowed lifetime membership status
- 7 are signed up on the family membership
- 4 are junior members (*under the age of 18*)
- 1 is under the age of 10
- 1 is female
- 40 admit to having a spouse
- 7 live in Holly (*by address*)
- 1 lives out of state... all year
- 6 are charter members (*All have held at least two different offices*)
- 3 are new members this year (*one is a re-join after hiatus*)
- 3 took a hiatus from the club at one time
- 8 are second year members
- 26 have been members 5 years or more
- 8 have been members 10 years or more
- 5.5 years is the average length of membership
- 6 are known to have been full-scale pilots

Of the membership since the first year of the club (1991)

- 9 have been President
- 10 have been Vice President
- 3 have been Secretary
- 2 have been Treasurer
- 4 have been Safety Officer
- 10 have been Newsletter editor
- 4 held two positions simultaneously
- All the officers from 1991 are members today
- 14 is the number of members in 1991
- 74 is the all time membership high (2002)
- 59.2 is the average yearly membership between 1997-2005
- 7 have become eternal Holly Cloud Hoppers

Events Calendar

August 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

September 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

October 2005

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

HCH events

Events around the area

<i>HCH Open House</i>	<i>HCH Club Field</i>	12:00 pm	August 6 th
<i>Don Campbell Memorial</i>	<i>HCH Club Field</i>	12:00 pm to 4:00 pm	August 7 th
<i>Grand Miniature Aircraft Fly In</i>	<i>Chesaning Flying Club</i>		August 13 th
<i>Inter Club Fun Fly</i>	<i>PMAC Club Field, White Lk Rd.</i>	10:00 am	August 21 st
<i>Midwest Regional Float Fly</i>	<i>Island Lake State Park, Brighton</i>	12:00 pm	September 10 - 11
<i>Last Bash Potluck</i>	<i>HCH Club Field</i>	4:00 pm	September 24 th
<i>Indoor R/C Championships</i>	<i>Oakland Yard Dome, Waterford</i>		October 7-9

A True Student Training Story

A couple of years ago I was asked to teach a new comer to fly. He had purchased an already built Ugly Stick with a Magnum .61 which had never been flown. It looked good but was kinda overbuilt, everything had extra bracing. I took it home and installed his radio but no matter how I positioned everything I found it necessary to add a substantial amount of lead under the fuel tank to make it balance.

The next weekend we flew it and it actually flew very well. My student got in a fair amount of stick time and

was learning fast. He took his plane home and we agreed to meet the following Sunday. When we got to the flying field the following week we fueled it up and prepared to fly. I had taxied it to the end of the runway and was just about to push the throttle forward when he said "It'll probably fly better this week. I found a big ole' chunk of lead under the tank and threw it out!!!!!!!!!"

rcuniverse.com
Tommy Scarmardo
Houston, TX

From the President

Jim Shipman

At least one thing is certain; it's been a lot warmer this summer than it was last year. We've had an abundance of great flying days over the past couple months and it's looking like the trend will continue for the next couple. At this time we are roughly half way through club events that were scheduled for the year. Events that were held recently are Crossroads Village, the Club Fun Fly and two Inter Club Fun Flies. Crossroads went exceptionally well. As predicted by the Crossroads officials, there was a tremendous increase in the amount of visitors over what we've experienced in the past. (*Editors note: More visitors meant more questions and plenty more opportunity to share this wonderful sport. Unfortunately it meant longer lines at the concession stands, wonder if they will let us bring a BBQ grill next year?*). The weather was great with a moderate wind that was not much of a factor for those that flew. Member and family turn out was great and thanks to all that attended.

At the Club Fun Fly five members competed, which is about average. The number of members that showed up to be part of the peanut gallery was far below normal. Doug Pickett, who was first to show up as a spectator, was drafted as Master of Ceremonies. Doug will likely tell you that he was forced to run the events, however I believe he took pleasure in telling those of us that competed what to do. Thank you Doug for making the Fun Fly events enjoyable. Also, a big thanks needs to go to my wife, Alice, for preparing lunch. (*Editors note: As a competitor I, too, would like to extend a big thanks... to Doug, Alice, as well as Jim for their contributions in making this years club event good fun.*) The events were as follows: Bomb Drop, precision landings, timed taxi run, balloon break and limbo. The Bomb Drop was a new event this year, which was

evident because a couple glitches popped up during the event. Despite needing a little tweaking, it was still a lot of fun and maybe it is something we can do at the Open House? Even though Chuck Beach had his own cheering section in a group of Boy Scouts that accompanied Don Kalanquin, Ken Kliever still found his rightful place as the overall 2005 winner.

At the First Inter Club Fun Fly of the year hosted by the Skymasters, PMAC took first round bragging rights. The second Inter Club was hosted by the HCH held this past Saturday. On our own turf we showed the other two clubs that when it comes to a Fun Fly HCH members much prefer to emphasize the Fun aspect and not so much the Fly. PMAC once again won the most points of the three clubs. I believe Doug has found his calling, he stepped up to the plate to run the events. Thank you to the many members that came out to support the club and worked diligently to put together a very successful event. As for the third and final Inter Club event of 2005, it will be held at the PMAC field on August 21st. Participants of all skill levels are needed to represent the HCH. If you are interested, contact Contest Director Ed Kincer by phone at 810-629-0928 or e-mail at erkincer@aol.com

That's all for now and hope to see you at the flying field. ✚



▲ Flyers starting to arrive and practice for the second leg of the 2005 Inter Club Fun Fly hosted by the HCH. Photo by Scott Rhoades

Model Aircraft Visibility

Remodeled by **Scott Rhoades**

This article is a re-write of one that was given to me many years ago by fellow HCH member Jeff Lambert. The only reference on the page regarding its source is print that is barely legible. The top ¼ of those words is missing because that section was exceeding the Xerox's field of duplication. The best I can tell it says, "Borrowed from the Romeo Streamliner" ...or maybe it says "Screamfiner" ...not sure. The original author presented some great research and I transferred it all to this updated version.

The loss of a model airplane can sometimes be attributed to the loss of radio contact or even a mechanical failure. However, quite often it is simply a result of misjudging the planes attitude or in other words it's orientation in the air. Seeing the airplane and knowing what it's doing and where it's going is the most important link in controlling R/C, unfortunately this breaks down quite often for various reasons. The major factors that determine how well an airplane can be seen are: size (bigger planes are easier to see), distance from the pilot, conditions, and color scheme of the plane. We certainly have no control over the conditions and flying closer or

larger planes isn't always practical. The element that is often the simplest to manage is the color and contrast of the plane. Contrast is... a color or brightness that is dissimilar to its background. Keep in mind it is generally better to have a brightness contrast than a color contrast.

In R/C flying contrast has very little to do with the airplane being dissimilar from a background of sky, trees, mountains, etc. It does little good to the pilot if he/she can only see an airplane mass. We, R/C pilots, determine airplane orientation by identifying various parts of the plane. Having contrast on the plane with a color scheme of two or possibly three different colors is recommended. More important than using different colors in a design, is using them in different patterns. Many colors can quickly become imperceptible to each other, for even good eyes, at less than a couple hundred yards. Patterns on the other hand are distinguishable at greater distances. Having the top of the wing a distinctly different pattern than the bottom provides excellent contrast, also note both surfaces do need a pattern. Another visual reference is using two colors vertically divided on the rudder

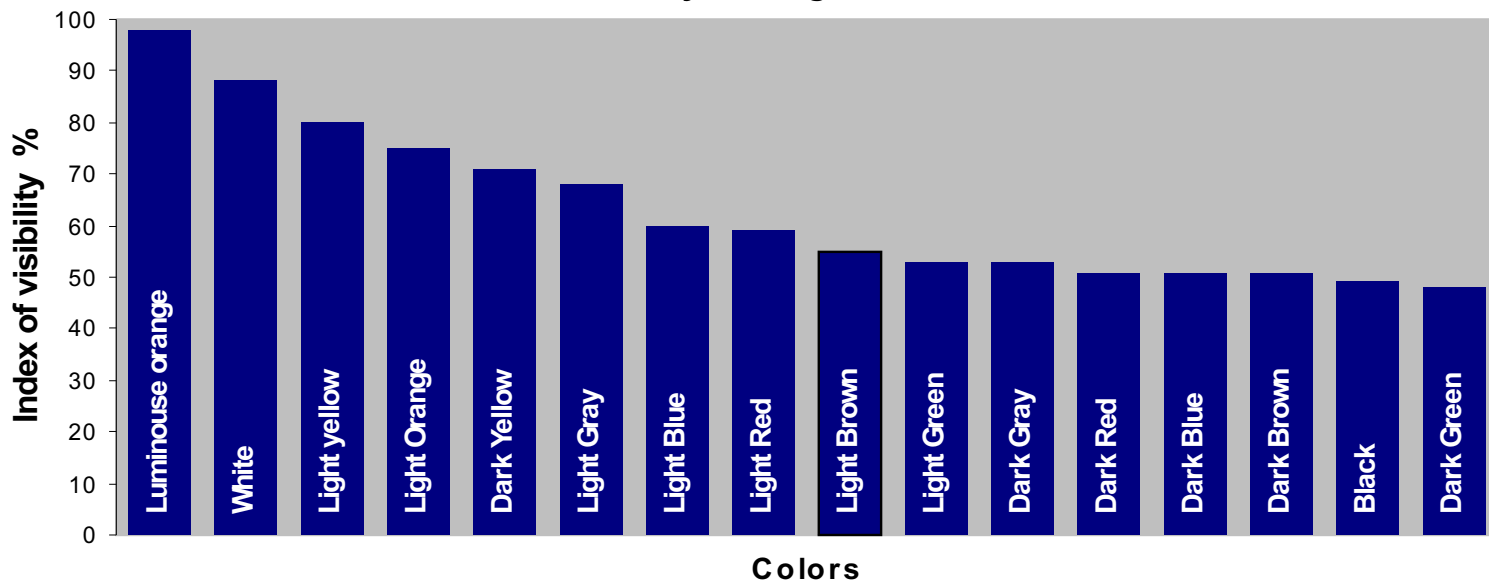
► **Visibility, 7**

What about ARF'S?

It pretty much goes without saying that kit or scratch built planes provide the greatest amount of flexibility for customizing a color scheme. ARFs, on the other hand, come in colors decided by the designer or manufacturer. Many ARFs are covered to make them attractive (marketable) or look like a full-scale counterpart. Unfortunately, many color schemes are designed without consideration of contrast or visibility. However, as the popularity of ARF's has grown in the past 10 or so years, so has the average size. As pointed out in the article a larger plane is easier to see, so this decreases the color and contrast factor for favorable visibility.

Pilots that find they are frequently mistaking an airplane's orientation during flight may want to consult the color visibility chart before purchasing a pre-covered airplane. On the other hand, any airplane can be improved with a single roll of covering, a covering iron, a little time and imagination.

Color Visibility Rating Under All Conditions



2005 Club Officers



President



Jim Shipman

810-735-9113
Shipman830@cs.com

Vice President



Chuck Beach

248-627-4844

Secretary/Treasurer



Larry Pittman

810-750-0047
Larrypit@chartermi.net

Safety Officer



Frank Robinson

810-629-3963
Lrobinf@aol.com

Newsletter Editor



Scott Rhoades

810-923-3799

Visibility: ◀ 6

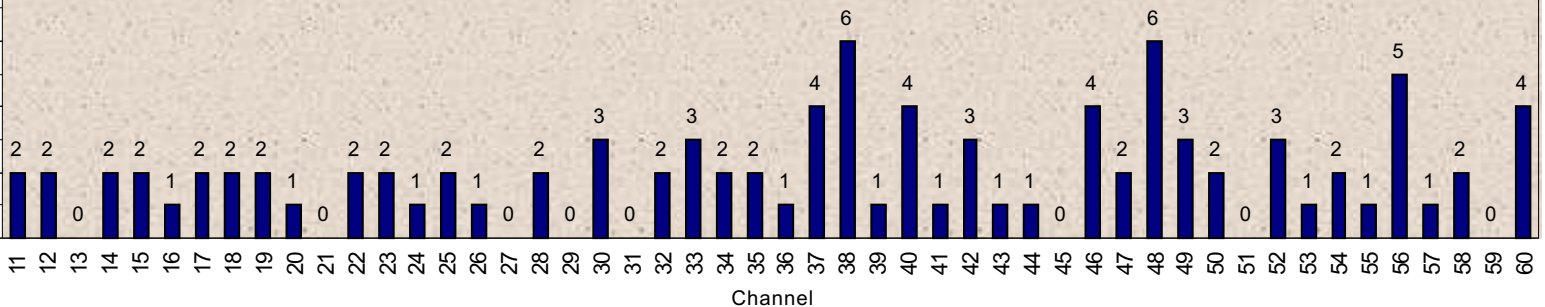
surface. Keep in mind color designs or patterns should be no smaller than 1½ to 2 inches wide to be discernible at typical flying distances.

The accompanying graph on the previous page is based on

a study done by the German Air Force. Colors are rated on a scale of 0 to 100, with zero being totally invisible and 100 being equal to a color visible under all conditions. Using colors combinations from each end of the spectrum will provide the best contrast. †

Frequency Distribution

74% of HCH members have reported their frequencies for inclusion in this chart 7/25/05.



This newsletter is a communication of the HCH (Holly Cloud Hoppers). Contributions and editorial comments are welcome and may be forwarded to the Editor. The Editor reserves the right to reject or edit articles and other copy submitted for publication. Every attempt is made to assure the accuracy of the information presence, but the Editor cannot be responsible for errors or omissions. Content is copyright ©2005 by the HCH Users may download and/or print some or all of the material on this letter solely for their own personal use. Any other copying, redistribution or publication of any material is strictly prohibited without the express written consent of the copyright owner. **Exception:** Non-profit club newsletters may reprint entire articles or excerpts without authorization, as long as proper credits are give to the author, and the HCH along with a current web address to the HCH. Editorial content provided by writers does not necessarily reflect the opinion other the HCH which accepts no responsibility for results of advice given by columnists or writers.